

THE RAILWAYS OF GREAT BRITAIN PRE 1923

By C. Jennings.

In these days of the nationalised railways much of the old charm and fascination has disappeared. Gone are the old entrancing names such as the, Wisbech and Upwell Tramway, and they are now replaced by dull and mundane "regions".

Previous to nationalisation the railways had lost a lot of this attraction by the Railways Acts of 1921 and 1923 which grouped them into four major systems with the initials I.M.S.R., L.N.E.R., S.R., and G.W.R. The Great Western Railway alone retained its original name although swollen considerably by the addition of a number of small Welsh railways.

At the time of this grouping there were some 150 railway companies in existence. Many of these, in turn, had already absorbed smaller companies which, for economic reasons, had to close down.

This list does not claim to be a comprehensive list of all the railways of Britain prior to 1923, nor does it claim that all the railways listed used perfins. With its aid, however, it may be possible to identify some punctured stamps as railway perfins if other supporting evidence is available. Where stamps used by the railways have already been proved, I have shown this fact and the plate numbers (if any) on which they have been found.

These railway perfins are a fascinating study and, through them, one may recapture all the enthusiasm which, as youngsters, we used to find in "spotting" the engines of the various companies.

When checking through your punctured stamps for possible railway perfins do not be misled into thinking that every puncture in which "R" is the final letter is a railway. Most railways do terminate in "R" in their dies but some have it omitted entirely and, after all, "R" might very well stand for a normal name like Rogers or Richards. Postmarks may help in that most of the railway perfins were used at main offices at certain stations along their route, but even this is not conclusive as I have a railway perfin on piece with the postmark of Teneriffe in the Canaries. This was probably used on a stamped-addressed envelope sent by the railway to a correspondent. There is only one way to be absolutely positive about the identity of a railway perfin - that is to see it on cover with the company's crest or name appearing somewhere on it.

The frequency with which certain suspected railway perfins turn up with the postmark of a town or district known to be a terminus or main-office of the particular railway may be very good evidence of identity but will only be circumstantial and should not be accepted too dogmatically.

When I first wrote an article on railway perfins for "Stamp Collecting" some years ago, I was almost torn to pieces for some of the assumptions I had made and I was confronted by a mass of evidence showing my reasoning to be wrong. I learned a useful lesson then which I have never forgotten - never jump to conclusions, and that two and two do not always make four. I am now only giving identities when I am reasonably satisfied with the evidence offered me or have personally seen the item reported to me.

The following lists of railways is divided into three parts. Section 1 is concerned with the railways which existed at the time of grouping in 1923. It does not include railways since grouping such as, The Southern Railway, London, Midland and Scottish etc., and its reference to the Great Western Railway (since this was the only line to retain its original name) concerns only that period.

The railways remained under the re-Grouped system for a number of years until they were nationalised and then "Regions" were introduced, and we can, today, find dies for the "North Eastern Region", "Western Region" etc.

Section 2 deals with those railways which, through economic or other reasons, had ceased to exist at the time of Grouping and had either disappeared or been amalgamated into other companies.

The third section lists the Irish railways which existed during the period covered in Sections 1 and 2.

In all sections I have listed identified and proved dies only. In other cases I have stated "No known dies" which means that nothing to date has come to light which might be shown to have been used by the company concerned, or else I have indicated "No identified dies (or punctures)". This shows that dies exist which may or may not be connected, but for which no conclusive proof has yet been found.

I will gladly welcome any additional information which will help in recording new dies, establishing proof of identities, or of any railways which may not have been included in this chapter. Correction of any error will also be welcome, since, in a subject like ours, where we have no previous research to help us but have to carry out our own from scratch, it is very possible for errors to creep in.

For my information regarding the railways themselves I am deeply indebted to a handy gazetteer and atlas published by Railway Publications Limited, and entitled "British Railways - Pre-Grouping - Atlas & Gazetteer" at 21/- (\$3.00). The information for Section 2 has been taken mainly from several sources and has involved quite a few visits to reference rooms, etc.

SECTION 1

Alexandra (Newport and South Wales) Docks and Railway.

This small railway ran from Bassaleg through Ebbw Junction to Newport and Alexandra Docks.

No punctures are known.

Ashby & Nuneaton Joint Railway.

This line was leased from the owners, the London & North Western Railway and the Midland Railway.

No punctures known.

Axholme Joint Railway. (leased by the Lancashire & Yorkshire and) { the North Eastern Railways.

This company leased a small section of line from the Lancashire and Yorkshire Railway whose line was in turn leased from the owners, the North Eastern Railway.

No punctures known.

Barry Docks & Railway

This line, more properly known as Barry Railway, branched off the Great Western line at Coity Junction and ran down to Barry and Barry Island and then on to Cardiff. A branch line at Cadoxton Junction ran northwards serving Peterston, St. Fagans, and all stations to Trehaford, then north eastwards serving stations to Bedwas.

Perfin BD/R has been found on issues from 1881, including one on cover.

Bere Alston & Calstock Light Railway.

Leased from the Plymouth, Devonport and South Western Junction Railways. This small line served the stations of Callington, Luckett, Latchley, Chilsworthy, Gunnislake, and Calstock before reaching its terminus at Bere Alston.

A perfin BA/C exists with postmark Bere Alston on 1d lilac of 1881.

Bideford, Westward Ho! and Appledore Railway.

A small railway from Bideford via Abbotsham Road, Westward Ho!, and Northam to Appledore.

No punctures are known.

Bishop's Castle Railway. (Shropshire)

This line ran from Bishop's Castle calling at Lydham Heath, Eaton, Plowden, Horderley, and Stretford Bridge where it joined the Great Western and the London & North Western lines.

No punctures known.

(JB.21)

Birkenhead Joint Railways.

Leased from the Great Western and London & North Western Railways. This line ran from Birkenhead Exchange Station southwards to Chester General Station and the north-east to Warrington. A branch line connected the Chester-Warrington line at Helsby and ran westwards to West Kirby.

No punctures known.

Brackenhill Light Railway.

This short line ran from Brackenhill Junction to Catrine in Ayrshire and was subsequently absorbed in the Glasgow & South Western Railway.

No punctures known.

Brecon & Merthyr Railway.

This line ran from Brecon southwards to Merthyr with a branch to Deri Junction, Bedlinog. Another branch line ran from Rhymney to Bassaleg, near Newport.

Perfin BM appears on 1d plates 175, 176, 196, 199 & 222.

Perfin BM/R appears on 1d lilac, 1881, and later issues and is known on cover.

Burry Port & Gwendraeth Valley Railway.

This line ran from Llanelli via Burry Port to Cwm Mawr. A branch line ran from Trimsaran Road to Kidwelly.

No punctures known.

Caledonian Railway.

A major railway covering an area from Edinburgh in the east to Glasgow, Clydebank, and Wemyss Bay in the west with branches south to Carlisle and north to Aberdeen and to Ballachulish (Glencoe).

The perfin CR is known on issues from 1881 and I have the 1d lilac on cover, postmarked Glasgow Mar.28.1898, with the imprint of the Caledonian Railway. This is addressed to The Right Honorable Lord Blantyre.

Campbell Town & Machrihanish Light Railway.

A small railway on Kintyre, Scotland serving six stations between Campbelltown and Machrihanish.

No punctures are known.

Cardiff Railway.

A short line joining the Taff Valley Railway at Upper Boat to the Rhymney Railway at Heath Junction.

No punctures known.

(JB.22)

Cambrian Railways.

A major railway covering most of Central Wales. It extended from Pwllheli in the north west and Wrexham in the north east southwards as far as Aberystwyth and Devils Bridge, and to Tallylln Junction, near Brecon.

Perfin CAM/RYS has been found on 1d plates 118, 119, 121, 125, 129, 131, 134, 137, 138, 140, 141, 147, 148, 153, 154, 155, 156, 158, 164, 172, 181, 184, 186, 190, 191, 194, 195, 196, 201, 202, 204, 205, 206, 208, 210, 217.

A modified die also exists on issues from 1881.

(Carlisle) Citadel Station Joint Committee

This company operated a section of lines owned by the Caledonian Railway and the London & North Western Railway in the area of Carlisle.

No punctures known.

Cheshire Lines Committee.

This company operated lines owned by the Great Central, Great Northern, and Midland Railways. Their extent comprised large areas of Lancashire and Cheshire, from Southport in the north to Winsford in the south, and from Llanymynech in the west to Hyde in the east.

Perfin CLC and CL/C are known on issues from 1881.

Cleobury Mortimer and Ditton Priors Light Railway.

A small railway operating from Cleobury Mortimer in Shropshire, calling at Cleobury Town Station, Stottesdon, Burwarton and Ditton Priors.

No punctures known.

Cleaton & Workington Junction Railway.

This railway ran from Cleaton Moor to Dinstington where it had a branch to Arlecdon. From Dinstington it went to High Harrington (with a branch to Lowca) and on to Siddick where it joined the London & North Western Railway. Another branch went from Workington to Linefoot where it joined the Maryport and Carlisle Railway.

No punctures are known.

Clifton Extension Railway.

Leased from the Great Western and Midland Railways. A short line from Bristol to Avonmouth.

No punctures known.

Cockermouth, Keswick & Penrith Railway

This railway ran through the lovely Lake District, starting at Cockermouth and running via Embleton, Bassenthwaite, Keswick, Threlkeld, Troutbeck, Penruddock, and Blencow to Penrith.

No punctures known.

Colne Valley & Halstead Railway

This railway linked two lines of the Great Eastern Railway, from Colne Valley via Birdbrook, Yeldham, Sible and Castle Hedingham, Halstead, Earl's Colne, White Colne, and Cappel & Wake's Colne where it joined the Great Eastern line again.

Perfin CV/R, which might be connected, exists from 1881.

Corris Railway

A Merionethshire railway from the quarry at Ratgoed via Corris to Machynlleth.

No identified punctures.

Croydon & Oxted Joint Railway

Leased from the London, Brighton & South Coast and the South Eastern & Chatham Railways. This line left the London, Brighton & South Coast line at East Croydon then proceeded via Sanderstead to Oxted and joined the South Eastern & Chatham line at Crowhurst Junction.

No punctures known.

Dearne Valley Railway

Ran from Rossington to Brierley Junction in Yorkshire.

No punctures known.

Dentonholme Joint Committee (Carlisle) Railway

Operated lines leased from the Glasgow & South Western, Midland and North British Railways.

No punctures known.

Derwent Valley Light Railway

Ran from Layerthorpe, York to Cuff Common near Selby.

Perfin DVL exists on Plate 171 but there is no confirmation of any connection.

Dumbarton & Balloch Joint Railway

Leased from the Caledonian and North British Railways. A short line running from Dumbarton to Balloch Pier on Loch Lomond.

No punctures known.

(JB.24)

Dundee & Arbroath Joint Railway

Leased from the Caledonian and North British Railways, it connected Dundee and Arbroath with a branch to Carmyllie.

No punctures known.

Easingwold Railway

A very small concern connecting Easingwold and Alne on the North Eastern line in Yorkshire.

No punctures known.

East Kent Railway

This small light railway branched from the South Eastern & Chatham Railway at Shepherd's Well and ran to Eastry where there was one branch to Wingham and another to Sandwich Road.

No punctures known.

East London Railway

Composed of lines leased from the Great Eastern; the London, Brighton & South Coast; the Metropolitan; the Metropolitan District; and the South Eastern & Chatham Railways.

No punctures known.

Easton & Church Hope Railway

Leased from the Great Western and the London & South Western Railways. A small Dorset line connecting Easton and Portland with the Great Western line at Weymouth Junction.

No punctures known.

East & West Yorkshire Union Railway

A link line afterwards absorbed into the North Eastern network.

No punctures known.

Festiniog Railway

A narrow gauge railway from Festiniog to Portmadoc, North Wales.

No punctures known.

Forth Bridge Railway Company

Operated under lease from the Great Northern, the Midland, the North British, and the North Eastern Railways. It connected Dalmeny and North Queensferry.

No punctures known.

Freshwater, Yarmouth & Newport Railway

A little railway company in the Isle of Wight.

No punctures known.

Furness Railway

A major system covering most of the Furness peninsula extending to Whitehaven and Coniston Lake in the north and to Piel and Carnforth in the south.

Stamps from 1881 punctured FR have been seen with Barrow and other Furness postmarks.

Glasgow, Barrhead & Kilmarnock Joint Railway

This line ran from Bridgeton Cross to Barrhead and on to Kilmarnock.

No punctures known.

Glasgow & Paisley Joint Railway

Leased from the Caledonian and the Glasgow & South Western Railways, it connected Glasgow and Paisley.

No punctures known.

Glasgow & South Western Railway

This line served the area bounded by Glasgow, Renfrew, Paisley, Gretna, Kirkudbright, and Dunragit.

No identified punctures.

Glyn Valley Tramway

This short narrow gauge line ran south of Llangollen, from Chirk through Pontfaen, Castle Mill, Pontfadog, and Dolywern to Glenceirriog.

No known punctures.

Goods Traffic Committee (Carlisle).

This was a combine formed of the Caledonian, the Glasgow & South Western, the London & North Western, and the Midland Railways to handle goods traffic in and through the Carlisle area.

No punctures known.

Great Central Railway

One of the large companies operating from Buckinghamshire to the Humber.

No confirmed punctures.

Great Eastern Railway

A major company operating between London and The Wash.

Perfin G.E.R on 1d red Plates 100 to 107, 109, 110, 112 to 115, 117 to 122, 124, 125, 127, 129, 131, 133, 134, 136 to 138, 140 to 142, 145, 149, 154, 179.

Perfin G.E.R on 1d red Plates 121, 153, 158, 170, 171, 174 to 177, 181, 183, 184, 186, 189, 190, 190 to 205, 207 to 210, 212, 214, 215, 216, 220, 224. Also on 2½d Plate 16 and many later issues.

Great Northern Railway

One of the leading railway companies operating over a wide area from London to Leeds.

Perfin GNR exists on stamps from 1881.

Great North of Scotland Railway

This railway operated mainly in Aberdeenshire, Moray, Banff, Invernesshire, Kincardineshire.

No punctures known.

Great Western Railway

One of the giant companies of England extending from London to the west coast of Wales and north as far as Chester.

The most prolific of the users of perfins. Two dies were originally in use, one having a 'W' consisting of 5 pins in each outer stroke, and the other only 4 pins in the outer strokes. The lettering of both dies was arranged in echelon, the pins for each letter being 10,16,11 on the 5-pin die and 10,13,11 on the 4-pin die. Both dies were used simultaneously, although there is reason to believe that the use of the 4-pin die was discontinued long before that of the 5-pin die. Some supporting evidence would tend to show that the use of the 5-pin die was intended for the Paddington office, and the other die for use at main offices in the provinces. There is also evidence of use of both dies in both London and the Provinces.

The 4-pin die (Die 1) is the less common of the two and is found on 1d red Plates 94, 102, 103, 106, 107, 110 to 114, 116 to 125, 127, 129 to 134, 136 to 146, 151, 154, 190. It is also known on 2d Plate 13, ½d Plates 5 & 12, and on the 3d Plate 5.

The 5-pin die (Die 11) is found on almost every plate number of the 1d red. The exceptions being, 71 to 74, 79 to 88, 91, 93 to 96, 98, 179 and 224. It is also known on ½d Plates 4, 5, 8, 12, 14; on 2d Plate 12; on 2½d Plate 20; on the 1d of 1880 and on the ½d of 1883.

A later die was introduced in which the letters are in

one line and not in echelon. Stamps from 1881 punctured with this die (Die III) are fairly plentiful. It should be noted that sub-types of this die exist in which the pins vary, or the height of the format differs. These sub-types are as follows,

Pins	Height	Pins	Height
10,14,12	4½ mm.	10,14,12	5 mm.
11,14,12	5 mm.	9,12,10	5½ mm.
9,11,10	5 mm.	9,12,10	4½ mm.

In all probability, these sub-types were created as each of the provincial main offices requisitioned dies for puncturing stamps.

Gwendraeth Valley Railway

A small line running from Tyoch Junction to Mynydd-y-Garreg and subsequently amalgamated into the Burry Port and Gwendraeth Valley Railway.

No punctures known.

Halesowen Joint Railway

Under lease from the Great Western and the Midland Railways. This company operated railway services connecting the Great Western line at Halesowen with the Midland line at Snow Hill, Birmingham.

No punctures known.

Halifax High Level Railway

Leased from the Great Northern and the Lancashire & Yorkshire Railways. A very short line operated within the confines of Halifax for the convenience of mill-owners.

No punctures known.

Halifax & Ovenden Joint Railways

Also under lease from the Great Northern and the Lancashire & Yorkshire Railways, this line connected with the Great Northern at Holmfield, running via Ovenden to connect with the Lancashire & Yorkshire line at Halifax, with a branch line to St. Pauls, Halifax.

No identified punctures.

Hammersmith & City Railway

This line connected the Great Western Railway at Paddington with the Metropolitan Railway at Hammersmith Broadway in London.

No recorded punctures.

Highland Railway

One of the main Scottish railway companies, this line left the Caledonian Railway at Stanley Junction, north of Perth, and extended throughout the Highlands to Wick and Thurso.

No identified punctures.

Hull & Barnsley Railway

This railway connected the coal-fields of Barnsley, Wath-on-Dearne, Mexborough and Denby with the docks at Hull.

No recorded punctures.

Isle of Man Railway

The major railway on the Island connecting almost all the principal towns and villages.

No known punctures.

Isle of Wight Railway

One of three railways operating on the Island, this line ran from Ryde to Ventnor with a branch from Brading to Bembridge.

No known punctures.

Isle of Wight Central Railway

The second railway on the Island running from Cowes to Sandown via Newport whence a branch line ran to Ryde.

No known punctures.

Kent & East Sussex Railway

This short line connected two points on the South Eastern & Chatham system. Starting at Headcorn in Kent, it ran via Frittenden-Road, Biddenden, High Halden Road, Tenterden, St. Michael's, Tenterden Town, Rovenden, Wittersham Road, Northiam (in Sussex), Bodiam, and Junction Road to Robertsbridge.

No recorded punctures.

Kilsythe & Bonnybridge Joint Railway

Under lease from the Caledonian and the North British Railways. This line ran from Kilsythe via Colzium, Bannock, Dennyloanhead, and Bonnybridge to Bonnywater Junction where it joined the Caledonian Railway.

No known punctures.

Knott End Railway

A short Lancashire line running from the London & North Western line at Garstang & Cterall Junction to Knott End via Garstang and Pilling.

No known punctures.

Lancashire, Derbyshire & East Coast Railway

An early railway company later taken over and amalgamated into several other companies.

Used perfin L.D/E.C.R

Lancashire & Yorkshire Railway

Covered an area from Goole to Liverpool.

No known punctures.

Lancashire & Yorkshire & Lancashire Union Joint Railways

Leased from the Lancashire & Yorkshire and the London & North Western Railways. Operated a length of line from Wigan via Chorley to Mill Hill.

No known punctures.

Liskeard & Caradon Railway

This Cornish quarry railway connected the quarries at Cheesewring with Liskeard where the Great Western line operated.

No known punctures.

Liskeard & Looe Railway

This was really a continuation of the previous line running southward to Looe where quarry products could be shipped.

No known punctures.

Liverpool Overhead Railway

No known punctures.

Llanelly & Mynydd Mawr Railway

This line ran from the Great Western line at Cross Hands to Llanelly Docks.

No known punctures.

London, Brighton & South Coast Railway

One of the original major companies connecting London with Hastings in the east and Portsmouth in the west.

Two dies were used as follows,

LB&SCR (Diagonally) Known on 1d red Plates 122, 134, 148

(JB.30)

154, 157, 158, 162, 165, 172, 175, 179, 181, 184, 186, 187, 192,
193, 197, 198, 204, 208, 212, 216,

LB/&SCR (Die 2) A later die found on 1d Plates 171,
193, 196, 201, 214, 216, 219, 220, 222, 223, and on later issues.

Subsequently other dies were added as follows,

LE/SC (Die 3a) 7,14/11,8 6/5½mm.

LB/SC (Die 3b) 6,12/10,9 4½mm.

LB/SCo (Die 4) 8,15/11,9 5½mm.

London Electric Railway

One of the original underground companies.

No punctures known.

London & North Western Railway

A major company with lines from London (Euston) to
Carlisle and with western branches to Aberystwyth and Anglesey.

No recorded punctures.

London & South Western Railway

Operating from London (Waterloo) to West Sussex and
extending to Cornwall.

This company started using perfins rather later than the
other major companies and none are known on the Plate numbers.
Subsequent issues are found with a die in four types as follows:-

LS/WR	(a)	6,10/12,;	5mm.
	(b)	6,10/13,11	5mm.
	(c)	6,10/11,10	5½mm.
	(d)	6,8/11,10	6mm.

London, Tilbury & Southend Railway

This line ran from London to Southend by two routes, one
going via Hornchurch, Laindon and Pitsea, the other via Purfleet
and Tilbury to Pitsea and then on to Shoeburyness.

Three dies are known from 1881 onwards. They are as
follows:-

L.T/S.R	(Die 1)	8,9/11,12	5/4½mm.
LT/SR	(Die 2)	6,7/10,11	5mm.
LTSR	(Die 3)	7,7,10,11	5mm.

Lynton & Barnstaple Railway

A short line connecting Lynton and Barnstaple via Woody Bay, Parracombe, Bratton, Fleming, Snapper and Chelfam.

A perfin L.B.R is known used on 1d lilac of 1881 but there is insufficient proof to identify this definitely.

Manchester South Junction & Altrincham Railways

This line ran from Manchester via Old Trafford and Stretford to Altrincham.

No known punctures.

Manx Electric Railway

A tramway running from Douglas via Laxey to Ramsey with a branch to the summit of Snaefell.

No known punctures.

Maryport & Carlisle Railway

Connecting Carlisle with the west coast at Maryport to link up with the London & North Western Railway.

No punctures known.

Mawddwy Light Railway

Operated under lease from the Cambrian Railways.

No known punctures.

Mersey Docks & Harbour Board

A governing body regulating all the rail services within the Liverpool and Birkenhead docks areas.

No known punctures.

Mersey Railway

A Liverpool Dock company.

No identified punctures.

Methley Joint Railway

Leased from the Great Northern, the London & Yorkshire, and the North Eastern Railways. This line connected Methley to Lofthouse in Yorkshire.

No known punctures.

Metropolitan Railway

Part of the London Underground system.

No identified punctures.

Metropolitan District Railway

Largely underground, this railway ran from East London to Baron's Court in the west and Putney Bridge in the south west.

No punctures known.

Midland & Great Northern Joint Railways

A company formed to operate those lines essential to both the Midland and the Great Northern Railways.

Perfins MJ/R are known which are not definitely identified.

Midland Railway

One of the major systems operating from London (St. Pancras) to Carlisle and from Bristol to Birmingham and Manchester, with branch lines to parts of Wales.

No recorded punctures.

Midland & South Western Junction Railway

This line ran from Andover via Savernake, Marlborough, Swindon, Cricklade, Cirencester, to Andoersford where it joined the Great Western line.

A perfin MS/WJ is recorded.

Mid-Suffolk Light Railway

A short line running from Laxfield to Haughley where it joined with the Great Eastern Railway.

No known punctures.

Neath & Brecon Railway

A line from Brecon via Sennybridge to Neath.

A perfin NBR is known on 1d red Plate 162.

Nidd Valley Railway

This small railway was an extension of the North Eastern line from Pateley Bridge to Lofthouse-in-Nidderdale, Yorkshire.

No known punctures.

North British Railway

A major system operating from Northumberland to Invernesshire and Kincardineshire.

No identified punctures.

North Eastern Railway

A major system covering a wide area from south Yorkshire to Berwick-on-Tweed.

A perfin is known to have been used from 1881 onwards.

NF/R

14,10/13

5½mm¹

North London Railway

A Metropolitan line from St. Pancras Junction to Campbell Road Junction, with a branch via Dalston Junction to Broad Street.

No known punctures.

North & South Western Junction Railway

Operated, under lease, sections of line owned by the London & North Western, the Midland, and the North London Railways.

No known punctures.

North Staffordshire Railway

An extensive line covering an area bounded by Burton-on-Trent, Ashbourne, Hulme End, Macclesfield, Sandbach, Crewe, Market Drayton, and Colwich.

No known punctures.

Norfolk & Suffolk Joint Railways

Leased from the Great Eastern and the Midland & Great Northern Joint Lines. The line operated in two sections. One from Runton West Junction to Antingham Road Junction calling at Cromer and Mundesley-on-Sea. The other ran from Gorleston North to Lowestoft Central Station.

No punctures known.

North Sunderland Light Railway

A light railway branching from the North Eastern Railway at Chathill and running via North Sunderland to Seahouses in Northumberland.

No known punctures.

North Union Joint Railways

Operated under lease from the London & North Western and the Lancashire & Yorkshire Railways.

No punctures known.

North Wales Narrow Gauge Railway

A small narrow gauge mountain railway from Beddgelert via Snowdon Station, Quelllyn Lake, Bettws Garmon, Waenfawr, and Tryfan to Dinas Junction, with a branch from Tryfan Junction to Bryngwyn.

No known punctures.

Oldham, Ashton-under-Lyne, and Guide Bridge Railway

Operated under lease from the Great Central and the London & North Western Railways.

No punctures known.

Otley & Ilkley Joint Railways

Operated leased sections of line from the Midland and the North Eastern Railways.

No known punctures.

Oxford & Aylesbury Tramroad

A leased section of line owned by the Metropolitan and the Great Central Railways. This line was, evidently, originally intended to link Aylesbury with Oxford but terminated at Brill in Buckinghamshire only half-way to its destination.

No known punctures.

Plymouth, Devonport & South Western Junction Railway

A company operating sections of line owned by the Great Western and the London & South Western Railways in the area between Plymouth and ST. Budeaux including Devonport.

No punctures known.

Portmadoc, Croesos & Beddgelert Railway

This small line carried slate from the Blaenau Ffestiniog area to Portmadoc. The line ran from Tan-y-Grisiau with no other stations on route.

No known punctures.

Port of London Authority

This body controls all traffic, both rail and water, throughout the docks area of London. Its authority extends from Teddington Lock to the estuary, a distance of 70 miles, and includes the five great dock systems.

Two dies have been used for puncturing stamps with a sub-type. They are :-

PL/A	(Die 1a)	8,6/8	4½mm.
PL/A	(Die 1b)	10,7/10	5mm.
P/L/A	(Die 2)	8/6/8	4½mm.

(JB.35)

Port Talbot Railway & Docks

This railway, with its numerous sidings, brought coal from the mines of South Wales to the docks at Port Talbot. It had branches running to Pontyrhyll, Kenfig, Hill Pyle, and to mines in the Aberdylais area.

One die is known:-

PT/RD

10,9/13,13

5mm.

Portpatrick & Wigtownshire Joint Railway

This line, under lease from the Caledonian, the Glasgow & South Western, the London & North Western, and the Midland Railways, served a large area of Wigtownshire and Kirkcudbrightshire. It left the Glasgow & South Western line at Castle Douglas and was routed via New Galloway, Creetown, Newton Stewart, and Stranraer to Portpatrick. From Newton Stewart a branch line ran southwards via Wigtown to Whithorn. At Challoch Junction, near Dunragit, another link with the Glasgow and South Western line was made.

No known punctures.

Preston & Longridge Joint Railways

This railway ran from Deepdale, Preston, via Ribbleton and Grimsargh, to Longridge. It was operated under lease from the London & North Western and the Lancashire & Yorkshire Railways.

No known punctures.

Preston & Wyre Railway

This line was a continuation westwards of the previous railway and was similarly operated under lease from the same companies. The line ran via Kirkham and Poulton to Wyre Dock at Fleetwood. Another line branched from Kirkham via Lytham and Blackpool to rejoin the main line at Poulton, whilst a third direct line ran from Kirkham to Blackpool.

No identified punctures.

Princes Dock Joint Railway

This company operated sections of line belonging to the Caledonian, the Glasgow & South Western, and the North British Railways and confined to the Princes Dock area of Glasgow.

No known punctures.

Quaker's Yard & Merthyr Joint Railway

Operated lines owned by the Great Western and the Rhymney Railways. A busy but small colliery line in South Wales

No known punctures.

(JB.36)

Rhondda & Swansea Bay Railway

This extensive railway ran from Swansea to Neath Junction, then south to Port Talbot, and north again to Blaer Rhondda serving many stations en route.

One perfin die is known:-

RS/BR

12,10/14,12

4½mm.

Rhymney Railway

This colliery line in South Wales ran from Nantybwlch via Rhymney to Cardiff Docks, with branch lines to Taff's Well and Senghenydd.

No identified punctures.

Rowrah & Kelton Fell Railway

This was an extension of the Cleator and Workington Junction line, being a short line between Rowrah and Kelton Fell.

No known punctures.

Rye & Camber Tramway

A short tramway line running from Rye to the coast at Camber.

No known punctures.

Selsey Light Railway

A short line from Chichester to Selsey.

No known punctures.

Severn & Wye Joint Railways

Under lease from the Great Western and the Midland Railways. This line left the Midland system at Berkeley Road and ran, via the Severn Tunnel, to Lydney and thence branches ran to Cinderford, Upper Lydbrook, Lydbrook Junction and Coleford. At these two latter points junction with the Great Western Railway was made.

No identified punctures.

Sheffield District Railway

A local line serving the Sheffield and Rotherham area and under lease from the Great Central and the Midland Railways.

No identified punctures.

Shrewsbury & Hereford Joint Railways

This line ran from Hereford via Leominster and Ludlow to Shrewsbury, whence branch lines ran westward to Buttington and Minsterley.

No known punctures

(JB.37)

Shrewsbury & Wellington Joint Railways

Leased from the Great Western and the London & North Western Railways. Ran via Upton Magna and Admaston to Wellington
No known punctures.

Shrewsbury & Welshpool Joint Railways

Leased from the Great Western and the London & North Western Railways. The line ran from Shrewsbury via Yockleton, Westbury, and Middleton to Buttington where it joined the Cambrian Railway system to continue to Welshpool.

No identified punctures.

Shropshire & Montgomeryshire Light Railway

This line, with a terminus at Shrewsbury, ran via Hanwood, Shrawardine, Kinnerley Junction (where there was a branch to Criggion) and joined the Cambrian system at Llanymynech

No identified puncture.

Snailbeach District Railways

A small Cheshire line from Pontesbury to Snailbeach.

No known punctures.

Snowdon Mountain Railway

This popular railway still carries thousands of passengers from Llanberis to the summit of Snowdon.

A perfim SM/RC is known but no connection has been established.

Somerset & Dorset Joint Committee

A lengthy and extensive railway system commencing at Bridgewater, and proceeding to Glastonbury where a branch line ran to Wells. From Glastonbury the line continued to Evercreech Junction where another branch ran north to Bath. The main line continued south-eastwards to Corfe Mullen Junction whence two lines ran to join the London & South Western line at Broadstone Junction, near Bournemouth and at a point south of Wimborne. At Edington Junction, halfway between Bridgewater and Glastonbury a line ran westwards to Burnham.

A perfim J.S.D exists which is believed to have been used by this company but no confirmation has yet been received.

South Eastern Railway

This line formerly served a large area of Kent and East Sussex and was amalgamated with the Chatham & Dover line to make the South Eastern & Chatham Railway.

Two sub-types of one die exist as follows:-

SFR	(a)	10,10,11	5½mm.
	(b)	10,10,12	4½mm.

South Eastern & Chatham Railway

An extensive system with London termini at Victoria, Charing Cross, Holborn Viaduct, Cannon Street, and London Bridge. The provincial termini were at Reading, Bexhill, Hastings, Hawkhurst, Rye Harbour, Dungeness, New Romney, Sandgate, Dover, Folkestone, Ramsgate, Margate, Leysdown, Sheerness, Port Victoria, and Westerham.

One die in two sub-types exists:-

SE/CR	(a)	10,10/8,12	4½mm.
	(b)	10,10/8,11	4½mm.

South Eastern, Chatham & Dover Railway

An intermediate denomination of the South Eastern & Chatham Railway.

One die exists:-

SF/CD		10,10/8,11	4½mm.
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South Shields, Marsden & Whitburn Colliery Railway

A small colliery line following the coast from High Shields to Marsden in Durham.

No known punctures.

South Wales Mineral Railway

This line branched off the main lines of the Great Western and the Rhondda & Swansea Bay Railways at Neath Junction running via Court Start Junction to Glyncoedrig. It carried no passengers.

No known punctures.

Southwold Railway

A small line in Norfolk, connecting with the Great Eastern Railway at Halesworth and running eastwards via Wenhaston, Blythburgh, and Walberswick to Southwold.

No known punctures.

Stratford-on-Avon & Midland Junction Railway

This railway connected two distant lines of the Midland Railway. It commenced at Broome (south of Alcester) running via Stratford-on-Avon, Fenny Compton and Towcester to Ravenstone Wood Junction, north of Olney. A short branch line ran from Towcester to Busworth.

No known punctures.

(JB.39)

South Yorkshire Joint Railways

Ran over sections leased from the Great Central, the Great Northern, the Lancashire & Yorkshire, the Midland, and the North Eastern Railways. This company operated whole sections of line and branch lines between Leeds and Sheffield.

No known punctures.

Swansea & Mumbles Railway

A short line running along the shore of Swansea Bay.

No punctures known.

Swinton & Knottingley Railway

Under lease from the Midland and the North Eastern Railways. This line ran southwards from Ferrybridge and from Pontefract via South Kirby and Bolton-on-Dearne to Swinton.

No known punctures.

Taff Bargoed Joint Railway

Under lease from the Great Western and the Rhymney Railways. The line ran from Darran & Deri southwards through Bargoed to Ystrad Mynach where it joined the Rhymney Railway.

No known punctures.

Taff Vale Railway

This extensive system with a terminus at Cardiff, extended northwards to Merthyr, Aberdare, ,aerndy, Blaen, Rhondda, Ynysybwl, and Llwynypia. A branch line also ran from Cardiff to Penarth and Cadoxton.

A perfin was used as follows:-

TV/R

7,9/12

5½mm.

Tallylllyn Railway

A pretty mountain railway on narrow gauge running from Towyn to Abcrgynolwyn in Montgomeryshire.

The Company have issued labels to prepay transport of mail on their line but there is no record of perfins being used.

Tanat Valley Light Railway

Leased from the Cambrian Railways. This line ran off the Cambrian Railway at Blodwell Junction and ran westward via Pentrefelin to Llangynog.

No known punctures.

Tottenham & Forest Gate Railway

Leased from the London, Tilbury & Southend and the Midland Railways. This line left the Tottenham & Hampstead Joint line at South Tottenham, West Junction and ran via, Blackhorse Road, Walthamstow, Leytonstone, and Wanstead Park to join the London, Tilbury & Southend line at Woodgrange Park.

A perfin was used as shown.

TF/GR

9,7/10,11

5mm.

Tottenham & Hampstead Junction Railway

Leased from the Great Eastern and Midland Railways. This line left the London & North Western at Gospel Oak and ran via Highgate Road, Upper Holloway, Hornsey Road, Crouch Hill, Harringay Park, St. Ann's Road, and South Tottenham where it joined the Tottenham & Forest Gate line.

No identified punctures.

Vale of Rheidol Railway

Leased from the Cambrian Railway. A mountain line from Aberystwth to Devil's Bridge via Rheidol Falls.

No known punctures.

Vale of Towy Joint Railways

Leased from the Great Western and the London & North Western Railways. The line continued from the London & North Western system at Llandovery and connected with the Great Western line at Llandilo.

No known punctures.

Van Light Railway

Leased from the Cambrian Railway. A small Montgomeryshire line from Caersws and Trefeglwys to Van.

No punctures known.

Wantage Tramway

A short line connecting the town of Wantage in Berkshire with Wantage Road Station on the Great Western Line.

No identified punctures.

Wath Curve Joint Committee

This committee operated sections of line owned by the Great Central, the Midland, and the North Eastern Railways in the area of Wath, Mid-Swinton and Dearne in the West Riding.

No known punctures.

(JB.41)

Welshpool & Llanfair Light Railway

Under lease from the Cambrian Railways, this line ran westwards from Welshpool via Seven Stars, Raven Square, Golfa, Castle Caereinion, Cyfronydd, Sylfaen, and Heniarth to Llanfair Caereinion.

No identified punctures.

West London Extension Joint Railways

This line ran south from Earl's Court Junction to Clapham Junction and was, as its name implies, an extension of the West London Joint Railways.

No known punctures.

West London Joint Railways

Operated sections of line owned by the Great Western and the London & North Western Railways between Earl's Court Junction and Wormwood Scrubs, with a branch to Westbourne Park.

No identified punctures.

Weston, Cleveland & Portishead Railway

A Somersetshire coastal railway running from Weston-super-Mare to Portishead with stations at Milton Road, Bristol Road, Worle Town, Ebdon Lane, Wick St. Lawrence, Ham Lane, Kingston Road, Colehouse Lane, Clevedon, Clevedon East, Clevedon All Saints, Walton Park, Walton-in-Gordano, Cadbury Road, Clapton Road, and Portby Road.

No known punctures.

West Riding & Grimsby Joint Railways

Leased from the Great Central and the Great Northern lines, this line left the Great Northern system at Sandal, south of Wakefield, and joined the Great Central line at Applehurst Junction north-east of Doncaster.

No known punctures.

Weymouth & Portland Joint Railways.

Leased from the Great Western and the London & South Western Railways, this line branched from the Great Western line at Weymouth Junction and ran into the Portland peninsula via Wyke Regis Halt and Portland to Easton.

No identified punctures.

Whitechapel & Bow Joint Railways

Leased from the London, Tilbury & Southend and the Metropolitan District Railways. The line ran from Whitechapel through Stepney Green and Mile End to Bow.

No identified punctures.

(JB.42)

Whitehaven, Cleator & Egremont Joint Railway

Leased from the Furness and the London & North Western Railways, and joining the Furness Railway at Sellafield with the London & North Western Railway at Bridgefoot. A branch line also ran to Whitehaven.

No known punctures.

Wirral Railway

A short Cheshire line running from West Kirby and with terminii at Wallasey, New Brighton and Birkenhead.

No identified punctures.

Wisbech & Upwell Tramway

This line on the Norfolk-Cambridgeshire border connected the village of Upwell with the Great Eastern line at Wisbech.

No known punctures.

Woodside & South Croydon Railway

Leased from the London, Brighton & South Coast Railway and the South Eastern & Chatham Railway. The Company administered a short stretch of line between Woodside and South Norwood Station and South Croydon.

No identified punctures.

Wrexham & Minerva Joint Railway

Leased from the Great Western and the London & North Western companies, this short line connected the Great Western at Wrexham with the London & North Western at Llanfynydd a few miles north.

No known punctures.

Addenda

Since preparing the above the following additional perfins have been reported.

Cambrian Railways CAM/RYS - two dies with differing vertical spacing from 1881.

Great Eastern Railway . GER 10,10,12 4½mm. 1d lilac, Q.V.
GFR 10,10,11 5mm. 1d lilac to G.V.

London & South Western LS/WR 6,11/13,11 5mm.

South Eastern & Chatham

SF/CR/BA - two dies with differing horizontal spacing from Q.V., Jubilee issue onwards.

It is believed that the BA refers to 'Bricklayers Arms' a London depot.

SECTION 11

Aylesbury & Buckinghamshire Railway

This line was absorbed into the Metropolitan and Great Central Joint lines.

A perfins A&B/RC exists but no connection has been established.

Ayrshire & Wigtonshire Railway

Taken over by the Glasgow & South Western Railway.

No known punctures.

Bristol & exeter Railway

Taken into the Great Western system.

No known punctures.

Central Wales & Carmarthen Joint Railway

Later part of the London & North Western system.

No known punctures.

City of Glasgow Union Railway

Absorbed into the Caledonian Railways.

No known punctures.

Cornwall Railway

Later taken over by the Great Western Railway.

No identified punctures.

Deeside Railway

Later absorbed into the Great Western and the Cambrian Railway systems.

No identified punctures.

Edinburgh & Glasgow Railway

Linked the two great Scottish cities and later amalgamated with the North British Railway.

No known punctures.

Eastern & Midlands Railway

Later extended into and absorbed by the Midland Railway.

No identified punctures.

Garstang & Knott End Railway

Later re-named Knott End Railway. (See Section 1).

Highland, Dingwall & Sutherland Railways

Absorbed into the Highland Railways.

A perfins HD&S exists but has not been positively proved.

Highland, Sutherland & Duke of Sutherland's Railway

Also absorbed into the Highland Railway system.

No punctures known.

Highland & Sutherland Railways

Amalgamated with the Highland Railway.

No known puncture.

Inverness & Perth Railway

Absorbed into the Highland Railways.

No known punctures.

Liverpool, Southport & Preston Railway

Later amalgamated with the Lancashire & Yorkshire Railways.

No punctures known.

Llyn & Fakenham Railway

Taken over by the Great Eastern Railway.

No known puncture.

Manchester & Milford Railway

Absorbed into the Lancashire & Yorkshire Railway.

No known punctures.

Manchester, Sheffield & Lincolnshire Railway

Amalgamated into the Great Central system.

Used perfins as follows.

MS&L (Die 1) 15,10,14,7 5½mm. On 1d red
Plates 124, 146, 1501 157, 159, 160, 165, 170 to 174, 178 to 180,
183 to 186, 189 to 193, 196, 198 to 202, 204, 205, 208, 217, 221.

MS&L (Die II) 17,10/12,7 4½mm. On issues
from 1881.

Monmouth Railway & Canal Company

Lines taken over by the Great Western Railway.

No identified punctures.

Northampton & Banbury Junction Railway

Subsequently absorbed into the Stratford-on-Avon &
Midland Joint lines. (See Section 1).

No known punctures.

(JB.45)

North of Inverness Railway

Amalgamated into the Highland Railway.

No known punctures.

Pembroke & Tenby Railway

Taken over by the Great Western Railway in 1896.

No known punctures.

Seacombe, Hoylake & Deeside Railway

Later became Deeside Railway. (q.v.)

No known punctures.

Scottish North Eastern Railway

Amalgamated with the Highland Railway.

No known punctures.

Sheffield & Midland Railways

Taken over by the Midland Railway.

A perfin SM/RC exists but no connection has been established.

Sirhowy Railway

Colliery line in South Wales and later taken over by the London & North Western Railway. Its correct designation was the Sirhowy District Railway.

No identified puncture.

West Lancashire Railway

Taken over by the Lancashire & Yorkshire Railway.

No known punctures.

Wrexham, Mold & Connah's Quay Railway

Amalgamated with the Great Central Railway.

No known punctures.

SECTION III

Irish Railways

<u>Athenry & Ennis Junction Railway</u> (Co. Clare)	No known punctures.
<u>Athenry & Tuam Railway</u> (Co. Galway)	No known punctures.
<u>Ballycastle Railway</u> (Co. Antrim)	No identified punctures.
<u>Belfast & County Down Railway</u> (Co. Down)	No known punctures.
<u>Belfast & Northern Counties Railway</u>	This line served most of Ulster and the following perfin is known.
BNCR 13,13,8,11	4mm. Found on 1d red Plates 161, 171, 181, 182, 192, 196, 197, 201, 202, 214, 215, and later issues.
<u>Cavan, Leitrim & Roscommon Railway</u>	No known punctures.
<u>Clare & Banagher Railway</u> (Co. Clare)	No known punctures.
<u>Clogher Valley Tramway</u> (Co. Cork)	No known punctures.
<u>Cork, Bandon & South Coast Railway</u>	(Co. Cork) Die in use from 1881 as shown.
CBS/CR 8,14,10/8,12	5mm.
<u>Cork, Blackrock & Passage Railway</u>	(Co. Cork) Two dies are known as shown.
Die 1. C/B.R.P 8/15,13,11	4½mm. On 1d Plates 138 & 148 and on 3d rose Plate 10.
Die 2. CB/PR 8,14/10,12	5mm. On issues from 1881.
<u>Cork & Macroom Direct Railway</u> (Co. Cork)	No known punctures.
<u>Derry Central Railway</u> (Londonderry)	No known punctures.
<u>Dublin & Drogheda Railway</u> (Co. Dublin & Co. Louth)	No known Punctures.
<u>Dublin, Wicklow & Wexford Railway</u>	No known punctures.
<u>Dundalk, Newry & Greenore Railway</u> (Co. Louth & Co. Down)	No known punctures.
<u>Enniskillen, Bundoran & Sligo Railway</u>	A perfin EB/S exists but no connection has been established.
<u>Fermoy & Lismore Railway</u> (Co. Cork)	No known punctures.
<u>Finn Valley Railway</u> (Co. Lienster)	No known punctures.

<u>Great Northern Railway</u>	A die exists as follows.
I/G.N.R 5/9,13,13	4½mm. 1d Plate No. 171.
<u>Great Southern & Western Railway</u>	4½mm. 1d Plates 190, 214.
G/S.W.R. 10/10,16,11	Taken over by the Great Southern & Western Railway in 1896. No known punctures.
<u>Kanturk & Newmarket Railway</u>	No known punctures.
<u>Kilkenny Junction Railway</u>	No known punctures.
<u>Limerick & Kerry Railway</u>	No known punctures.
<u>Midland Great Western Railway</u>	A die exists and was used on 1d Plates and contemporary stamps as shown:-
M/G.W.R 15/10,16,13	4½mm. 171, 176, 177, 179, 183, 184, 192, 210, & 214. 2d Plate 15.
<u>Rathkeale & Newcastle Junction Railway</u> (Co. Down)	No known punctures.
<u>Sligo, Leitrim & Northern Counties Railway</u>	No known punctures.
<u>Southern Railway</u>	No identified punctures.
<u>Tralee & Fenit Railway</u>	No identified punctures.
<u>Waterford & Central Ireland Railway</u>	No known punctures.
<u>Waterford & Limerick Railway</u>	No identified punctures.
<u>Waterford & Tramore Railway</u> (Co. Waterford)	No known punctures.
<u>Waterford, Dungaroon & Lismore Railway</u> (Co. Waterford)	No identified punctures.
<u>West Clare Railway</u> (Co. Clare)	No identified punctures.
<u>West Donegal Railway</u> (Co. Donegal)	No known punctures.

Addenda

The following additional dies have been reported used by the Great Southern & Western Railway.

GS/WR	10,10/15,11	4½mm.	1d lilac, EVII.
GS/WR	10,11/14,12	5mm.	Q.V. Jubilee.
GS/WR	10,10/16,11	4½mm.	1d lilac.